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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/064,707	08/08/2002	Masahiro Hasebe	086142-0532	1883

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EXAMINER

ROSENBERG, LAURA B

ART UNIT PAPER NUMBER

3616

DATE MAILED: 11/17/2005

Please find below and/or attached an Office communication concerning this application or proceeding.

DETAILED ACTION

1. This office action is in response to the amendment filed 08 September 2005, in which claims 2, 5, 7-9, and 11 were amended.

Claim Rejections - 35 USC § 103

2. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

3. Claims 8, 12, and 13 are rejected under 35 U.S.C. 103(a) as being unpatentable over Takeda et al. (5,577,765) in view of Okada et al. (6,439,606). Takeda et al. disclose a passenger-side air bag (including #1) comprising:

- Front section (for example, right section in figure 4a) including a pair of front panels (including #10A, 10B) forming an exterior surface
- Both front panels being positioned to face a passenger when the air bag deploys (best seen in figures 6, 7)
- One of the front panels (either front panel) including an integrally formed rearward extending section (for example, including ends of #10A, 10B near #10a, 10b) located inside the air bag and connecting the front section to a rear section (for example, left section in figure 4a)
- Rearward extending section including an opening (for example, including #25) formed therein

- Rear panel (for example, including #20B) comprising a gas inlet (for example, including opening in #20B near seam #20a) is directly connected to both of the front panels (at front of #20B near #20b)
- Seam (including #10c) joining the pair of front panels (best seen in figures 4a, 6)
- Seam (including #20b) joining the front and rear sections (best seen in figure 4a)
- Inflator (including #5) positioned in a container (including #6)

Takeda et al. do not disclose the seams joining the panels/sections being located away from the exterior surface. Okada et al. teach an air bag (for example, #110) comprising multiple panels (including #116, 117) connected by sewing at seams (column 8, line 26-28; best seen in figure 9), the air bag being reversed through an unsewn portion so that the seams are located away from the exterior surface (column 9, lines 41-48). It would have been obvious to one skilled in the art at the time that the invention was made to modify the air bag of Takeda et al. such that it comprised the seams joining panels/sections being located away from the exterior surface as claimed in view of the teachings of Okada et al. so as to prevent the seams from being exposed on the outside surface of the air bag (Takeda et al.: column 9, lines 41-48), which would prevent contact of a passenger with the seams when the air bag deploys.

Allowable Subject Matter

4. Claims 2-7, 11, 14, and 15 are allowed.

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5. Claims 9 and 10 are objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims.

6. The following is a statement of reasons for the indication of allowable subject matter: The allowable subject matter is the rear panel directly connected to both of the front panels and the specifics of the mid panel, in combination with other features of the claims.

Response to Arguments

7. Applicant's arguments with respect to claims 8, 12, and 13 have been considered but are moot in view of the new ground(s) of rejection.

Conclusion

8. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire **THREE MONTHS** from the mailing date of this action. In the event a first reply is filed within **TWO MONTHS** of the mailing date of this final action and the advisory action is not mailed until after the end of the **THREE-MONTH** shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any


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extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.


Any inquiry concerning this communication or earlier communications from the examiner should be directed to Laura B. Rosenberg whose telephone number is (571) 272-6674. The examiner can normally be reached on Monday-Friday 7:00am-3:30pm.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Paul Dickson can be reached on (571) 272-6669. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).


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